AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT	1. CONTRACT ID CODE	PAGE OF PAGES 1 of 3

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO	5. PROJECT NO. *(If applicable)*
0002	April 26, 2000	N-99-16 AMD 2	NAS / JRB Willow Grove, PA

6. ISSUED BY	CODE	SCO600	7. ADMINISTERED BY *(If other than Item 6)* CODE
DEFENSE ENERGY SUPPORT CENTER 8725 JOHN J. KINGMAN RD., SUITE 4950 FT. BELVOIR, VA 22060-6222 BUYER/SYMBOL: S. STOVALL /DESC-FPB PHONE: 703-767-9339 FAX: 703-767-9338			

8. NAME AND ADDRESS OF CONTRACTOR *(NO., street,city,county,State,and ZIP Code)*		9a. AMENDMENT OF SOLICITATION NO.
	X	SP0600-99-R-0124
		9b. DATED *(SEE ITEM 11)* September 20, 1999
		10a. MODIFICATION OF CONTRACT/ORDER NO.
BIDDER CODE CAGE CODE:		10b. DATED *(SEE ITEM 13)*

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[XXX] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [ ] is extended, [XXX] is not extended

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning 1 copy of the amendment;(b) By acknowledging receipt of this amendment on each copy of the offer submitted; or(c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. **ACCOUNTING AND APPROPRIATION DATA** *(If required)*

THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14

	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation date, etc.)* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b)
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF: MUTUAL AGREEMENT OF THE PARTIES
	D. OTHER *(Specify type of modification and authority)*

E. **IMPORTANT:** Contractor [ ] is not, [XXX] is required to sign this document and return 1 copies to the issuing office.

14. **DESCRIPTION OF AMENDMENT/MODIFICATION** *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

A. The PWS is hereby amended for NAS / JRB Willow Grove, PA by removing page 28 of 09/16/99 and page 31 of 10/27/99 and replacing them with pages 28 and 31 of 04/26/00. See attached pages.

B. All other terms and conditions remain unchanged.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15B. NAME OF CONTRACTOR/OFFEROR	15C.DATE SIGNED	16A. NAME OF CONTRACTING OFFICER BRIAN DeLONG	
BY _____ *(Signature of person authorized to sign)*		16B. UNITED STATES OF AMERICA BY _____ *(Signature of Contracting Officer)*	16C.DATE SIGNED

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C-3.0 CONTRACTOR-FURNISHED EQUIPMENT

C-3.1 General

The Contractor shall provide all the vehicles, equipment, tools, supplies, services, and other items as may be specified and necessary for the normal and continuous safe operation, maintenance, and inspection, calibration and upkeep of the equipment identified herein. All tools, equipment, instruments, devices, parts, and supplies not otherwise specified as Government furnished but directly or indirectly called for within this contract or references cited shall be provided by the Contractor.

C-3.2 Vehicles

The Contractor shall provide the vehicles necessary to meet the workloads identified herein within the response times outlined in Section C-2.2.2 for the petroleum related operations specified. All Contractor vehicles and components thereof shall be maintained in a fully serviceable condition by the Contractor and shall be fully capable of safely performing the tasks for which they are designed. Vehicles provided to an activity at contract start shall not be replaced or removed from the base without written notification to and approval by the Government. Standby vehicles, which are not specified or required herein, but presented for use on station, shall pass all inspections applicable to the equivalent type of equipment provided under this contract.

C-3.2.1 Prime Mover, Trucks and Tractors

Trucks and tractors provided under this contract shall not be more than eight (8) model years of age at the start date of the contract. Truck and tractor chassis shall be of a standard, first class commercial design equipped and sized to tow/carry the payload to which it will be subjected. Subject to the minimum cargo tank capacity set forth in Section C-3.2.2.1.1, loading on any axle or set of axles shall not exceed the manufactures gross vehicle working rate (GVWR)/limitations. The Contractor shall provide manufacturer/builder certifications for components that can be loaded beyond observed tag/label weights. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code. Except as specifically modified herein, each truck/tractor shall be configured and maintained to meet the requirements set forth in 49 CFR, Chapter III, Federal Highway Administration, Department of Transportation, Subchapter B, Federal Motor Carrier Safety Regulations, Part 393, Parts and Accessories Necessary for Safe Operation. All tractors of the same class shall be interchangeable with all trailers of the same class without modification to the tractor or trailer.

C-3.2.1.1 General

The Contractor shall maintain trucks and tractors so that entry of carbon monoxide and noxious fumes into the vehicle cab is minimized. Rubber boots around pedals and levers shall be in tact and tight fitting. Grommets in holes through the firewall shall fit snugly. Holes in the floor panels, firewall, or elsewhere within the cab shall be repaired/closed. Heater and fresh air intakes shall be remote from the exhaust discharge. Exhaust systems shall be inspected and repaired or replaced as necessary. Engine oil and fluids shall be controlled (leaks repaired) so as to prevent the spillage of fluids anywhere.

C-3.2.1.2 Radios

The Contractor shall provide the appropriate number of radios (fixed or intrinsically safe portable/hand held) as described in Section C-3.4. The ignition system of all vehicles shall be equipped with resistors or other devices designed to minimize radio interference.

C-3.2.1.3 Electrical Wiring and Lights

All wiring beyond the rear of the truck or tractor cab shall be of adequate size to provide the required current-carrying capacity and mechanical strength. It shall be mounted to provide protection from physical damage and contact with spilled fuel by being enclosed in a metal conduit or other oil-resistant protective covering. All circuits shall have over-current protection. Junction boxes shall be weatherproof.

C-3.2.2.1 Cargo Tank

All cargo tanks shall be constructed of aluminum or stainless steel. New tank construction shall conform to DOT 406 specifications as outlined in the CFR Title 49, Transportation; however, used cargo tanks constructed to MC 306 specifications are acceptable. Unless specified otherwise herein, the provisions of 49 CFR 178 and the most current subpart applicable to specification DOT 406 and MC 306 apply. Furthermore, all referenced guidelines for the construction, use of materials, inspections, certifications, marking, and stamping of cargo tanks or components thereof, also apply. The cargo tank shall be one compartment with the appropriate baffles. Each baffle shall be open at the baffle/tank top to allow venting between all baffled areas at the 600 GPM fill rate. Openings at the baffle bottom/tank floor shall allow the flow of lading to the tank suction point at the 300 GPM issue rate. The entire tank shall drain completely to a low point. The tank shall be designed so that all portions are accessible for inspection, cleaning, and maintenance. Each cargo tank shall be marked with a specification and nameplate as outlined in 49 CFR 178. In addition, 49 CFR, Part 180, Subpart A, General, and Subpart E, Qualification and Maintenance of Cargo Tanks shall apply.

NOTE

MC 302, 303, or 305 specification tanks will not be considered under this contract.

C-3.2.2.1.1 Cargo Tank Capacity

Cargo tanks provided shall have a **minimum capacity of 8,000 gallons** plus the appropriate expansion space. Unless specified otherwise, cargo tanks shall be filled to capacity. Loading on any axle or set of axles shall not exceed the manufactures gross vehicle working rate (GVWR)/limitations. The Contractor shall provide manufacturer/builder certifications for components that can be loaded beyond observed tag/label weights. Equipment required for use or travel off station shall be properly licensed or permitted and loaded to comply with all federal, state, and local highway/road use laws, regulations, and code.

C-3.2.2.1.2 Sacrificial Devices

As outlined in 49 CFR 178-345-8 and 346-8, any piping that extends beyond the accident damage protection must be equipped with an emergency stop valve and a sacrificial device such as a shear section. Shear sections shall conform to the specifications of TTMA RP 86-98 as tested in accordance with the procedures set forth in TTMA 84-98.

C-3.2.2.2 Tank Venting

In addition to pressure and vacuum devices required under specification MC 306 and DOT 406, the cargo tank shall be equipped with a positive venting system rated at the 600 GPM bottom loading flow rate. The system shall open automatically when the unit is set for the movement of product into or out of the cargo tank.

C-3.2.2.3 Overfill Protection

Each cargo tank shall be equipped with an overfill protection device, system or equipment compatible with that installed on the petroleum system (fillstands) to be used. As applicable, the refueler connection/receptacle mating with the fillstand cable/connector shall be firmly mounted near the bottom loading receptacle and may incorporate the anti-drive away feature required under Section C-3.2.2.5.1. The cable/connector receptacle shall be painted green for easy identification. Any wiring between the receptacle and the tank probe shall be encased as required by Section C-3.2.1.3. Any system installed/used shall be fully functional in the defuel mode. For probe type overfill protection systems, i.e., Sculley and OPW, a minimum of three portable devices, fully compatible with the tank mounted system connection, shall be furnished by the Contractor to be used for short term emergencies. If the contracted activity fillstand system is not equipped with an overfill protection device, system, or equipment, the Contractor shall provide fuel servicing trucks equipped with a overfill protection system that is integral to the cargo tank/refueler. That system shall stop the flow of product to the cargo tank completely at the designated full tank level.